Amendments to the Specification:

Please replace paragraph [0020] beginning at page 9, with the following rewritten paragraph:

[0020] To determine parameters for the viscosity or the temperature of the brake fluid, it is disclosed to open the change-over valve 17 shown in Fig. 1, especially shortly after the start of the vehicle, and then close the inlet valve 11 and activate the pump 10 for a predetermined short interval, and to supply brake fluid from the master cylinder 12 into the brake line. To detect the measuring pressure, the change-over valve 17 is closed and the separating valve 16 opened, and the signals of the pressure sensor 13 that is arranged in the brake line directly in front of the master cylinder 12 are evaluated in the electronic control unit (ECU) system 14. The hydraulic circuit illustrated in Figure 1 represents a subarea of a prior art brake circuit in which the brake force booster is designated by reference numeral 15, the separating valve by 16 and the change-over valve by 17. A known brake circuit is illustrated in DE 196 48 596 which is a part of the present description. Figures 2a and 2b show the time variation (Figure 2b) of the brake fluid in dependence on the motor voltage pulse. As the pressure curves of Figure 2b show, the result of actuation of the motor of pump 10 by means of a pulse 20 are dependencies on the temperature or viscosity in the pressure variation of the pressure measured with the pressure sensor 13 in the defined section of the brake circuit, which is produced between the closed inlet valve ~~13~~ 11, the open separating valve 16, the closed change-over valve 17 and the master cylinder. The pressure curve 18 represents a pressure variation at low temperatures, pressure curve 19 represents a pressure variation at normal temperatures. The point of time of the pressure build-up at low temperatures is later, at time T1, and causes a higher maximum dynamic pressure P1. At temperatures up to -10 degrees C, the point of time of the pressure build-up is earlier, i.e., at time T0, and causes a lower maximum dynamic pressure P0. Parameters which represent the temperature of the brake fluid are produced by way of the time variation and/or the magnitude of the measured pressure value. These parameters are memorized in the pressure model and serve for the modification of

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the pressure increase of pressure decrease characteristic curves which are produced in the pressure model by way of the modification of the pump delivery capacity. The pump delivery capacity memorized in the pressure model of the controller 14 can be modified in dependence on the temperature of the brake fluid that is determined by way of the measuring pressure, or in dependence on a temperature threshold value by taking correction factors into account. Figure 3 shows the relationship of the pump delivery capacity influenced by the temperature of the brake fluid and, thus, the viscosity. When the temperature of the brake fluid drops below -10°C, the capacity of the pump declines almost proportionally to the temperature. Of course, the method may also be employed in other, e.g. non-linear, dependencies between the pump delivery capacity and the temperature of the brake fluid.

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